TOPICS AT THE CAPITAL.

DISCUSSION AND EXPECTATION. THE INTEROC ANIC CANAL SCHEMES-VISIT OF IN

DIANS TO THE INTERIOR DEPARTMENT. General Grant's views on the subject of an interoceanic canal will be given in an article the forthcoming number of The North American Rev ew. Captain S. L. Puelps, one the incorporators named in Mr. Morton's bill creating the Nicaragua Interoceanie Canal Company, gives reasons why Americans should op, ose the Panama Canal project. The bands of Sioux, Cheyenne and Ponca Indians visited the Department of the Interior yesterd. y, and showed a strong desire to see the

THE INTEROCEANIC CANAL PROJECTS. GENERAL GRANT'S VIEWS TO BE EXPRESSED IN A MAG ZINE ARTICLE-STRONG REASONS WHY LUSSEPS-HOW THE FRENCH INTERPRET EX-SECRETARY THOMPSON'S ACCESSION

IBY TELEGRAPH TO THE TRIBUNE. WASHINGTON, Dec. 27 .- General Grant is very deeply interested in the su ject of an interoceanic ship canal, and an "rticle dictated by him will appear in The North American Review for February. It is unders ood that the subjection of that number of The Rev ew will be hastened as much as practicable in view of the prevailing interest in the subject both In this country and in Europe. Of course no synopsis of General Grant's paper can be given the public until the publishers are which, it is expected, will be as early as January 14. In all probability, howover, the article will be mainly devoted to discussing the advantages that would accrue to the United States from the construction of a canal under American auspices and subject to American control. General Grant is a hearty believer in the policy of building such a canal.

His attitude toward the De Lessens scheme for a canal at Panama, under foreign control, was defined at the time the presidency of that enterprise was offered to him. He is said by one of his intifriends to have declined the offer, with the rem rk that he would not lend his name and countenance to a project in which he believed every dollar invested would be sunk, B sides, he is known to be heartly in favor of the Nicaragua enterprise, and it is quite pro-able that, it the bill introduced in the House by Mr. Levi Morton to incorporate the Nicaragua Interoceante Canal Company becomes a law, General Grant will be chosen president of the Company, and will accept the position. Captain S. L. Phelps, of Washington, is one of the incorporators named in Mr. Morton's bill, and is also chairman of the Executive Committee of the "Provisional Interoceanic Canal Society." Captain Phelps spent the last summer in Europe in the interests of the proposed Nicaraguan Canal, and while there he made as careful an investigation as was practicable into the condition and prospects of the Panama

In conversation with Captain Phelps to-day a TRIBUNE correspondent asked: "Woat is the understanding to France as to the relations of ex-Secretary Tuompson to the Panama Company P'

Both his relations to and his standing in the company are misrepresented," was the reply. "I have barely received telegraphic and other advices an American. It is openly asserted by the promoters of the De Lesseps scheme to Paris, as I am informed, that there need be no unessiness on the score of American opposit on. It is given out that the American Minister of Mirine Affairs, one of the constitutional advisers of the President, has been won over by an office in the company and a salary of \$25,000 a year. The impression is created that, or invorable legislation by Congress be needed, it can also be bought for money. In a word, Frenchmen are assured that no opposition to the De Lessens scheme in the United States can prevail against the use of money.

" Frenchmen are told," continued Captain Phelos. " that large subscriptions to the Panama shares are being made in the United States, and that Mr. Thompson has been made president in order that he may represent the interests of the American shareholders. The real truth, as far as I can ascertain, is that no actual bona fide subscriptions to the Papama shares have yet been made in the United States. The committee of American bankers, I understand, did not take a single share; they are to receive a commission of 5 per centum upon the shares they sell, and, in a certain event, they are to acquire certain property in shares themselves. But, thus far, I repeat. Americans have acquired no vested rights whatever in the Panama Canal Company, If they had, the case would be a different one, and there might be some propriety in baving an Americompany at a salary of \$25,000. As it is, the proceeding is justly subject to the criticism of having been taken simply to circumvent. American opposition to the scheme, and to overcome uncasiness and suspicion among foreign capitalists." Do you know the amount of European subscrip-

tions to the Panama shares?" asked the corre-

"No," was the reply; "that is something I have been unable to ascertain. I heard De Lesseps assert at a meeting of the Cobden Club on July 9, that he had more money offered than he wanted. At that time he said American subscriptions would be received simply as a favor to American investors, but that European capitalists were ready and anxious to take every share offered. I make a great deal of allowance for everything that De Lesseps says on that subject. It is represented that heavy subscriptions to the shares have been made b. German capitalists. That may be true, but I have not yet heard of a German president of the company being chosen to represent the interests of German shareholders at a salary of \$25,000 a year."

"Have any of the shares been taken in England t"
"None at all, I believe," replied Captain Phelps;
"the English are afraid of De Lesseps since the Sucz affair. They do not believe in him or his Panama project." time he said American subscriptions would be re-

ama project."
"Who are the most active promoters of the enterprise in France?"
"Well, I tound that a 'ring,' largely composed of "Well, I tound that a 'ring,' largely composed of the adherents of the late Louis Napoleon, was most active in pushing the scheme. De Lesseps himself is a relative of the ex-Empress Eugenic. Lieutenant Wyse is related to the family of the late Emperor. Ex-Queen Isabella of Spain, although without means of her own, is ardently interested in the project. A great many of the others most actively engaged in pushing the scheme are of the same stripe. These people are all animated by the same hone, that by the means offered by the same hone, that by the means offered by the same hone, that by the means offered by the same hone, that by the means offered by the same hone, that by the means offered by the same hone, that by the means offered by the same home, Latin—ideas will eventually dominate in Central America, and form a barrier against the advance of Angle-Saxon notions in that direction. Of course, they also expect to levy tribute upon every ton of our coastwise commerce that

rier against the advance of Anglo-Saxon notions in that direction. Of course, they also expect to levy tribute apon every ton of our coastwise commerce that passes through the canal; but they also lock forward to a time when the Governments of Central America shall become mere puppets in their hands. I think our people ought to be aroused on this subject and be taught to understand that the motives which govern De Lesseps and his principal allies and supporters in Europe spring from a hope that not only commercial but political control over a large part of the American Continent will thus be secured by the Latin nations of Europe."

"What advantages has the Nicaraguan route over the Panama route 1" asked the correspondent.

"Less cost of construction, the saving of 500 miles in distance and an infinite advantage gained by fair winds, which favor the former route, whereas caims prevail on the approaches to Panama. Suppose that freight can be passed through the Panama Canal on payment of tolis amounting to \$6 ton, the same freight could be carried by the Nicaragua route at \$2 a ton. There are now in California 1,000,000 tons of wheat which must be shipped to Europe for a market. If both canals were built and in operation now, that wheat could escape a toll amounting to \$6,000,000 by paying a toil simounting to \$2,000,000.

"I think," continued Captain Phelps, "that it is

stop of \$4.000,000.
"I think," continued Captain Phelps, " that it is an entire mistake to suppose that an interoceanic

canal would interfere with the prosperity of our transcontinental railroads. On the contrary, I be-lieve it would add to their business."

INDIAN NEGOTIATIONS.

THE SIOUX, CHEYENNES AND PONCAS IN THE IN VIRTUAL END OF THE PONCA QUESTION. IBY TELEGRAPH TO THE TRIBUNE.

WASHINGTON, Dec. 27 .- The contrast presented by the appearance of the two bands of savages who held pow-wows in different rooms of the Interior Department to-day is quite as striking as the difference in their respective missions. The Sioux and Cheyennes, who argued their case before Assistant-Secretary Bell, are dressed in cheap and ili-fitting garments made of the material and in the fashion of civilization, and, in so far as their 'make-up" goes, present a mean appearance. They have, however, keen eyes and generally sharp and rather treacherous faces, and seem to be possessed of much self-confidence. They are fully aware that they have something of value to sell, AMBRICANS SHOULD OPPOSE THE SCHEME OF DR | and in consequence are masters of the situation. The language and gesticulation of their spokesmen and principal chiefs are energetic and somewhat die-

> sistant-Secretary, and informed that they might sav anything they wished, they looked about for the Secretary, and then asked for him. They were informed that he was absent, but that Assistant-Secretary Bell would hear them. This did not satisfy them, and they made some further inquiry as to the official qualification of the Assistaut-Secretary to treat with them. Then they remained for some minutes, while the railroad men and the Assistant-Secretary held a whispered consultation. When at last the chief of the Brules took the floor to talk he did not refer to the object for which his band was invited to Washington, but in an energetic speech declared that the thing that be and his people wanted most was to have the boundaries of their reservation so determined that both they and all other Indians, as well as the whites, might know them and respect them.

It was explained that that would require time for surveys and for consultation with other tribes, to know what they claimed, but the railroad matter could be settled at once. The chief could not be made to understand why the thing he wished should require a long time, while that which the railroads wanted might be done at once.

One chief intimated that they would not sell the right to the railroads to pass through their reservation. "If I have a horse," be said, " and you want to buy it, but I do not want to seil, I do not sell." Beyond this there was no reference to the railroad matter, the whole subject being postponed until tomorrow, when the Secretary hims-if will hear them. The Ponca chiefs are big, lubberly, honest-looking fellows, whom a sharper would instinctively select as promising victims of his enterprise. They were decked out with beads and feathers; and such garments of civilized pattern as they did wear were ornamented in a indicrons and outrandish manner and were worn with a mistaken sense of propriety. Trowsers were covered, in some cases, with white cotton shirts, which formed the outer garment, the whole being generally covered by a blanket gandily cotton shifts, which formed the outer garment, the whole being generally covered by a blanket ganuily ornamented with colored patches and worsted work. No one wore a coat, but two or three chiefs exhibited wastecasts ornamented with rows of brass-beaded trunk nails around the neck and horizontally across the breast. Their tone was that of beg-

Their hearts were made glad by the words of the great father schurz, and they would tell them to their women and children and young men. This was so often reiterated, together with the statement that they would do what they promised, as to leave a suspicion that they did not intend to do it. They asked for nearly everything which goes to make up an Indian's fortune—horses, houses of brick, working tools, money, medals and commissions. White Eagle hinted pretty plainly that he wanted a commission as eaptain of police, a postson he once held mission as captain of police, a position he once held but lost by getting drank and committing several acts of indiscretion.

When they had made all their wants known, and

When they had made all their wants known, and had been told by the Secretary in respect to each item what he could or could not do, toey each in turn walked up and signed the paper prepares for them setting jorth the terms upon which their claim to their former homes is surrendered. If these chiefs represent the scattiment of the trine, the Ponca question has been settled at last to their entire satisfaction.

RATIFICATION OF THE CONTRACT. IGENERAL PRESS DISPATCH.]

Washington, Dec. 27 .- Standing Buffalo and Worle Eagle were the principal spokesmen of the Poncas, and in making known their wants seemed for their children. Secretary Schurz in ormed them that the school-houses now building at the reservation He also informed them that he boned the pending India: Severalty bill would be possed during the present session of Congress, and that as soon as it became a law, eac. would be as valid as that of any white man's.

At the conclusion of the speeches, and after some ex planations by Secretary Schurz, the ten chiefs signed a paper that they had requested to be grawn up, in which they declared that they desire to remain on the lands new coupled by the Poucas in the Indian Territory and to establish permanent homes there, and also express their willingness to reinquish all their right and interest in all the lands formerly ewned and occupied by the Pones tribe in the State of Nebruska and the Territory of Dakota. In compensation for the land, as well as fo the personal property, at the time of their removal the Indian Territory, in 1877, and the decredations committed upon them by the Sloux Indians they ask Congress to appropriate the sum of \$148,000, the same sum asked for in the bill submitte by the Interior Department about two years ago. After

enumerating some purposes for which they desire to have this sum expended or invested, the paper closes as and desire as well as that of our people, at present residing on the Ponca reservation in the Indian Territory

able consideration and action.

The paper bears the signature of the Ponea chiefs present and the certificates of the interpreters. The chiefs, through their spokesmen, to-day relterated that own motion, but upon full consultation with all the members of the tribs in the Indian Territory, and now wanted to go to work and be left undisturbed by outside

CURRENT TOPICS AT THE CAPITAL. LARGE MORTGAGE BY A TELEGRAPH COMPANY

WASHINGTON, Monday, Dec. 27, 1880. The Mutual Union Telegraph Company, of New-York, placed on record here to-day a mortgage for \$350,000 to the Central Trust Company, of the same place, to secure 350 bonds of \$1,000 each, isbetween this city and Boston. The bonds are payable at the First National Bank of New-York November 1, 1,900, and are to draw 6 per cent in terest, payable semi-annually. The line runs from a point in New-Yerk-ave., between Fourtoenth and Fifteenth-sts., in this city, by way of and through Baltimore, Philadelphia, New-York City and Provi dence, to Boston. It is to remain in the exclusive control of the mortgagor, unless default is made in paying the interest. In case any half year's interest remain payable, but unpaid for sixty days, all the bonds and interest become due and payable, in case the trustee shall so lect. The latter is, however, so bject in this matter to a majority in interest of the bondholders, who may instruct him to withhold or inforce any rights that may accrue to them. The instrument is signed by John O. Evans, president, and Charles F. Peck, secretary of the Mutual Union Telegraph Company, and by H. F. Spaulding, president, and H. F. P. Babcock, secretary of the Central Trust Company.

SECRETARY RAMSEY A CANDIDATE. In course of a conversation with Secretary Ram sey, of Minnesota, this evening, a TRIBUNE corre spondent said: "I suppose you may now be re garded as fairly in the race for the Senatorship, Mr. Ramsey." "Yes," was the reply, "from the letters that I have lately received from gentlemen in all parts of the State, and from the publications on the subject in the Republican newspapers of the State, I nave formed the conclusion that the movement in my behalf, mainly spontaneous though it has been, has assumed such proportions that I cannot afford to disregard it. I have therefore finally determined to I show the such proportions that I cannot afford to disregard it. I have therefore finally determined to I show the such proportions that I cannot afford to disregard it. I have therefore finally determined to I show the such proportions are such proportions. In the case will be appealed. formed the conclusion that the movement in my be-

enter the race, and having done so I shall, of course, use every honorable effort to win. So much I consider due to the numerous friends who demand that I should enter into a contest, that I should have avoided if I had consulted only my own inclinations?

ILLICIT DISTILLATION CONDEMNED. Senator Brown, of Georgia, called upon the Commissioner of Internal Revenue to-day and expressed his desire to cooperate with the Government in all its efforts to suppress illicit distillation in the South. The moonshiners of Georgia are among the nest desperate and dangerous of their class, and they hitherto have received considerable support from the politicians, who have undoubtedly, encouraged them by declarations on the stump that the Government had no more wight to tax the whiskey that a man distils for his own use than it has to tax the wheat from which he bakes his

Senator Brown indicates a disposition toward a new departure in this respect, as in many others and believes that the Federal laws should be enforced and the illicit distillers punished.

THE POPULATION OF VERMONT. The total population of the State of Vermont, according to the schedules returned to the Census Office, is 332,286. Of this number 166,888 are males and 165,398 females; 291,340 are native born and 40,946 foreign born; 331,243 are white and 1,043 colored, the latter including 6 Indians and 5 half-breeds.

THE ALTA AND STANDARD MINES.

MACKAY AND THE COOKS DEFENDED-ANOTHER SIDE OF THE STORY OF THE RISE AND FALL OF THE STOCK.

SIR: Numerous telegraphic inquiries from

the East, based upon recent publications in THE TRIBUNE concerning the Alta mine have been received here reflectother heavy stockholders in that property. With a thorough knowledge concerning the working of the mine for the last eighteen months, I think it due to capitalists in the East and in Europe, interested in mines in the United the facts should be stated concerning the Alta mine, the pal stockholders. When the mine reached the 1550 level I went through

it, and was so favorably impressed that I got some stock. Deep mine working is seductive and uncertain, and heavy assessments are unavoidable. I have no stock now; therefore I am disinterested that far. Small men with small minds are usually communicative; greater men with responsibilities are guarded and reticent. Superintendents make periodical reports of work done choice of words; no one has been more so on the Com-stock than Mackay and the Cooks. In every valuable mine stock operators employ miners to give them points,

By these operators the recent boom of Alta stock was New-York when the rise began, and returned here only two weeks ago to personally ascertain the value of the reports about Alta. As the stock rapidly rose and as rapidly fell, " Dan

Cook, like all monied operators, bought, sold, bought and sold again, no doubt; but whether ne gained or lost, nothing has been published to After the borings of the Diamond drill had housted the stock a great body of water rushed in on the 2,050 level, and the stock fell from \$20.50 to \$2.50 per share. Stock or fluored papers generally funds they are well advised, and occasionally the proprietors invest. This time a f-w have get hurt, and from that and other causes bitter local affacial since occurred to the graphed all over the country, e.g., by to New-York.

ed.commented upon.telegra

repudiated."

Some well-known names in New-York mining circle have soully companied, but, as facts develop, they are histly getting awar from their associations and will collivate pattence until the water is controlled, and their abscanas, if Leter be one, will be known.

San Francisco, Dec. 27, 1880.

A PENNSYLVANIA TRAGEDY.

A DOUBLE MURDER CAUSED BY LOVE-THE MUR DERER LYNCHED.

ALLENTOWN, Penn., Dec. 27 .- Jacob Gogel and his wife Anon, residing four miles from Bethlenen Penn., were found dead in their bed this morning. The ads were nearly severed from their bootes, and bloody axe was found in the apartment. Joseph Sayder, murderer. He was found to a neighboring barn unde tioned as to the murder. He was cool and collected. He and at once confessed to having committed the crime telling his story with great deliberation. He was in lov with the eldest daughter of the Gogels, sixteen years old, but was opposed by her parents. He believed by He had scarcely confessed before a rope, taken from on and he was dragged outside of the house and banged to a large chestuat tree. After being and sanged to a large chestout tree. After being suspended nearly twenty minutes the body was cut down by the poorhouse authorities and taken to that insatuation, where it was found that death was caused by strangulation. The officers of the law made a varienceaver to restrain the tury of the mob. Detective Yone, of Bethlehem, fixing at one of the ringleaders without effect. Several mousand people visited the scene of the tragedy during the day and the excitement is interes. Bryder was twenty four years old. Gorel

BEGINNING TO RAISE TEA.

CHARLESTON, S. C., Dec. 27 .- Mr. Le Duc, pleted arrangements for the establishment of an experi

A FATAL RAILROAD COLLISION.

NEW-ORLEANS, Dec. 27 .- A collision occurred on Sunday morning between a south-bound passenger and a freight train at the State line on the Mobile and Ohio Raincod. Two engineers and two brakemen were killed and several others were fataily wounded.

THE AMERICAN LAND LRAGUE.

PETERSBURG, Va., Dec. 27,-The Irish citizens here have organized a Land League Club as a branch of the Irish National Land League. Colonel J. D. Brady is president.

CRIMES AND CASUALTIES-BY TELEGRAPH.

SUFFOCATED BY LIME KILD GAS.

A DEFECTIVE INDICTMENT.

BOSTON, Dec. 27.—The trial of Homer Wellington, at East Cambridge, on the charge of murdering his infant son, has been posiponed until the next term of the court, owing to a flaw in the indictment.

A YOUNG MURDERER.

A YOUNG MURDERER.

RICHMOND, Va., Dec. 27.—Marien Wimbish, a bey of seventeen years killed a colored boy in Hailfax.

County, hast Friday, during a quarret. Wimbish struck the boy with an axe, nearly severing the head from the body.

RESULTS OF THE STORM.

ITS PATHWAY CLEARLY DEFINED. SCENES IN NEW-YORK STREETS YESTERDAY-FINE SLEIGHING IN THE PARKS AND DRIVES-ARRIVAL OF VESSELS DELAYED-DAMAGE AT CONKY ISLAND-HEAVY LOSSES AT NEW-JERSEY SUMMER

The severe storm Sunday caused much annovance to pedestrians in this city yesterday, and much delay to trucks and other velucles. There was good sleighing in the parks and drives, and many persons enjoyed the pleasure of a sleigh ride. Few vessels arrived in port, as they had been forced off the coast for safety. The delay to travel on the Long Island Railroad was very serious. Considerable damage was caused at Coney Island, a part of the bulkhead at Manbattan Beach being torn away. The damage is estimated at from \$30,000 to \$50,000. From Sandy Hook southward the New-Jersey coast suffered from the storm, the loss being estimated at a large

EFFECTS IN AND AROUND NEW-YORK. MANY DOWN-TOWN THOROUGHFARES IN BAD CON-

DITION-WORK OF THE STRRET-CLEANING GANGS -GOOD SLEIGHING IN CENTRAL PARK AND ON THE DRIVES-TRAINS DELAYED ON LONG

The streets of New-York were visible vesterday in spots. Squads of street-cleaners were at work early in the morning, cleaning off the sidewalks and the openings into sewers, but a thousand and one wagons and trucks in the busier parts of the city soon undid the greater part of their work. Broadway was covered, from the Battery to Union-square, with a black-looking mixture of dirt and snow five or six inches deep. The cross streets down-town were almost impassable and blockades were frequent all day. Heavily loaded carts kept getting stuck fast in the mud; horses were continually falling down, causing much profanity upon the part of their drivers and the drivers of the teams impeded. South and West-sts. were in a wretched condition, particularly near the ferries. This was especially the case at Fulton Ferry, where, in crossing the streets, pedestrians were compelled to wade ankle deep in the slush.

Toward noon the snow began to melt. Pools of mud soon formed in the streets, especially near the cross-walks, and accidents to pedestrians became frequent. The snow packed excellently, and even old men were tempted to throw snowballs. A few minutes before 1 o'clock a sleepy looking man, about filty years of age, attempted to cross Broadway, near the St. Nicholas Hotel. He was neatly dressed in black. He had on a handsome overcoat and or his head was a silk bat. He reached the middle of the street safely, but there, in his haste to get out of the way of an approaching ommbus, he made a misstep. His right foot slipped, his left followed, and he landed at full length on the pavement, while his silk hat turned several somersets in the mud He picked himself up with some difficulty and made his way to the sidewalk, where he anathematized the streets of New-York in general and Captain Williams in particular.

The streets on which there are surface railways were in a comparatively good condition, as the railroad companies had their sweepers for cleaning the tracks out early in the morning, and a force of men at work removing the snow.

Captain Williams said yesterday to a TRIBUNE reporter in reference to the work of the Street Cleaning Bureau: "We are very much delayed in we can dump snow. There are now nineteen or twenty places set apart for this, but we need ten of twelve more down town. We have asked the Dock Commissioners for them, but they say that they cannot give them to us. They say that the piers we have now are the only ones under their control. The others are leased, and them." Five hundred men were set to work last night at 5 o'clock cleaning Broadway. There were also forces of men at work on Fourteenth and

Uptown, however, the snow was thoroughly enoved. Riverside drive, St. Nicholas-ave., the boulevards, and the drives in Central Park were crowded yesterday afternoon with sleighs and cutters of all descriptions. The greater part of the pleasure-seekers chose Central Park for their drive, and during the afternoon ther was an almost unbroken line of sleighs going up the drive in Central Park from Fifty-muth-st, and Fifth-ave. A great many visitors to the city took this opportunity of seeing the Park, and the hackthis opportunity of seeing the Park, and the hackmen and livery stables did a rushing business. Everything on runners was brought out. One man drive an enormous sleigh, with eight scats, with which he did a rushing business at 25 cents a head for a ride through the Park. Most of the lovers of fast horses preferred Riverside drive and St. Nicholas drive to Central Park. Among those, however, who were in the Park in the afternoon were W. H. Vanderbit, Robert Bonner and Sidney P. Nichols. At 3 o'clock a handsome sleigh, drawn by two powerful horses, entered the Park. On the back scat sat an old man carefully wrapped in handsome robes and carefully wrapped in handsome robes and with a sealskin cap drawn down over his ears. "There goes 'Sammy' Tilden," said the gatekeeper, and the longers within hearing pricked up their ears, and followed the Sage of Gramercy Park with their eyes as long as the sleigh was in sight. There was no skating on the lake, the ice not having been swept off. There was a carring match on one of the smaller lakes, however, and this was covered with excitable

however, and this was covered with excitable Scotchinen, who were brandishing brooms, and attempting to talk English, to the great amusement of a crowd which had gathered to watch them.

Two sletghs ran into each other yesterday afterneon in Seventh-ave, at One-hundred-and-eighteenth-st. The occupant of one, John W. Hogencamp, of the building firm of John W. Hogencamp & Co., of No. 130 West Fifty-Fifth-st., was thrown out and seriously injured about the head. The driver of the other sleigh was not recognized. Mr. Hogencamp was cared for by his friends.

Very few vessels arrived in port by way of Sandy Hook yesterday, as the storm of Sunday drove all

Very few vessels arrived in port by way of samely Hook vesterday, as the storm of Sunday drove all inward bound vessels seaward as a measure of safety. Among those which did arrive the sailors report that the storm was very tedious and severe, and that it caused considerable suffering. The sailors climbed aloft over frezen and the way with much

and snow-covered rigging, and it was with much difficulty that the sails could be handled. With the wind howling and whistling through the rigging, and in many instances carrying the sails clean from yards and other spars, and with the seas breaking over with great force and freezing as they struck, the sailors worked aloft at tying reef-points in the large sails and furling others at the risk of life. Such was the experience of the bark Henrick Ibsen, which arrived from Rotterdam, and of other vessels

The weather authorities had predicted bad weather for several days; hence many coasting vessels remained in port, and those at sea and close to the coast sought a sheltering harbor. The only fears of vessels going ashier along the Jersey coast were concerning those from the West Indies or the Mediterranean ports, and it is thought possible that some wrecks may have resulted and that information is delayed from want of quick communication, as was the case with the steamship City of Vera Craz, Vessels from Europe and from the castward found t possible to work off the coast, and probably got o far to the eastward that those close to port Sat-

urday may be several days in cetting back.
Pilots of river and ferryboats pronounce the storm
the most tedious to them for the past four years.
The short ferries did not meet the same difficulties and amoyance of navigation as the longer ones, although they found it necessary to be exceedingly cautions. At times it was impossible to see more than a boat's length away, so dense was the snow. Most of the ferries made their trips with considerable irseminators.

A reporter of THE TRIBUNE visited the United A reporter of fue Tribune visited the United States Signal Station, on the Equitable Building, at 10:30 last night. By the latest official report, the barometer stood at 29.76, which was a fall of .97 in eight hours. The thermometer registered 36%—a rise of 2%. The relative humidity was 61 per cent, and the wind was west, with a velocity of 4 miles an hour. The average temperature yesterday, according to the records at Hudout's drug-store, was 20%. A year ago the average temperature was 20%.

20780. "The prospects for to-morrow," the officer in

have fair weather. There is a cold wave coming from the West, however, which will probably strike New-York in the afternoon or evening. Nearly all the lake stations had very cold weather to-day, with fell. a failing batometer. The stations along the coast generally show a slightly rising barometer or v ry little change. At St. Paul the mercury was 110 below z-ro, a fail of 290 in eight hours; at Duiuth it was below zero, a fail of 360; at St. Vincent, Minnesota, it was 230 below, a fail of 150. The mercury fell 80 at Cuncinnatt, 90 at Cleveland, 100 at Detroit, 40 at Buffalo and 350 at Milwarkes. A Reston the mercury fell 10 at

at Cleveland, 16° at Detroit, 4° at Buffalo and 35° at Milwaukee. At Boston the mercary feil 1°, at Albany it fell 2°, at Philadelphia there was no change, and at Baltimore there was a rise of 3°. The weather throughout the greater part of the country was cloudy. There was a slight snow-storm in Ohio. At the lake stations, the weather was generally clear.

The mails yesterday, owing to the two holidays, were unusually light. The snow-storm had very little effect on the trains; in fact, all the important ones came in on time. The Post Office officers say that until New Year's, when there will be a rush of New Year's cards, the business of the office will undoubtedly be light.

New Year's cards, the business of the office will undoubtedly be light.

A large showcase, containing lace and millinery goods, was blown down by the storm Sunday night at No. 18 West Fourteenth-st.

Much delay was caused to street cars on some of the lines of railroads in Brooklyn yesterday morning from the drifts of snow. Double teams were attached to the cars and snow-sweepers were in active use. Bedford-ave., Brooklyn, Prospect Park, and the Ocean Parkway were well patronized by sleighing parties yesterday. The sleighing was excellent, and in the afternoon hundreds of sleighs could be seen.

The snow drifts Sunday night blocked the Staten Island Shore Railroad so that yesterday morning

The snow drifts Sunday night blocked the Staten Island Shore Railroad so that yesterday morning sleighs had to be placed on the route. The trains on the Staten Island Railway, although they had much trouble in working through the deep snow in the cuts, arrived only a little behind time. About six inches of snow fell on a level, making good sleighing on the country roads. Of this advantage was taken by all sorts of vehicles on runners. During the storm Sunday night the Staten Island ferryboats were run with great difficulty. The Staten Island Railway ferryboat, on reaching Tompkinsville from New-York on the 6 p. m. trip, had to be delayed a considerable time owing to the blinding snow. This delayed the train at Vanderbilt's Landing about half an hour.

ville from New-York on the 6 p. m. trip, bad to be delayed a considerable time owing to the blinding snow. This delayed the train at Vanderbilt's Landing about half an hour.

As a result of the snow-storm Sunday, the Long Island Kaitroad and its branches are again blockaded. Travel yesterday was seriously obstructed, few trains being able to reach their destination. The Patchogue train, which left Patchogue at 7 o'clock Sanday night, after having struggled fourteen hours through heavy drifts, reached Long Island City at 9:30 a. m. yesterday. The train had to be dug out of several snow-banks before it could proceed on its way. All the snowplonghs were brought into service. One, propelled by four engines, attacked a heavy drift between Mincola and Garden City. The drawbar of the engine next to the plough broke, leaving the other engines powerless. The result was that the engines had to be backed to Hyde Park, where the disabled one was placed on a switch. Then the other three engines returned to the snow bank, and after five hours of hard work the track was cleared. The Greenport mail train, carrying few passengers, started from Hunter's Point yesterday morning, but could proceed no further than Mincola, as the track cast of that place at different points was blockaded by heavy drifts. The train was laid up to await orders. The express train from Greenport did not start. No trains went through over the Port Jefferson branch. No attempt was made to start trains for the west over the Sag Harbor branch. The snow ploughs will not be put to work there until the main hno is opened. The Hempstead line is closed and badily blocked. Since Sunday night and up to last evening Roadmaster Moore had all the plows, a dozen engines and about 500 men with shovels as work. The Rockaway branch was opened the plows, a dozen engines and about 500 men with shovels at work. The Rockaway branch was opened early in the day, and trains ran only a little behind the schedule time. In the atternoon snow-plows were sent to open the Port Jefferson branch. A supply train was sent out with provisions for the men at work on the blockades. It consisted of two bag-gage cars. One was fitted up with a range and cook-ing utensils, and the other contained barrels of bread, sides of beef, barrels of potatoes and many hams. The blockades thus far have been the worst known on Long Island in over ten years.

INJURY TO CONEY ISLAND PROPERTY. RAVAGES OF THE STORM ALL ALONG THE BEACHES -THE GREATEST DAMAGE AT MANHATTAN BEACH -WHAT IT WILL COST TO REPAIR IT.

The storm wrought considerable damage on Coney Island. A cutting northeast wind prevailed during Sumlay evening, and at high tide, about 3 a. m. yesterday, the bulkhead and platforms, against which the fury of the waves had spent itself, easily gave way. The water flowed under Feltman's Hotel at West Brighton without any injury to it, but a part of the old wooden pier about a mile Hotel was carried away. Two shanties, one of which was a bath-house, were carried out to sea. The waves carried off many wooden spiles which had been driven in front of the iron pier, and a portion of the bathing platform of the West Brighton Hotel. The loss at West Brighton is estimated at

It was on the eastern part of the island, however, that the storm caused the greatest damage, and along the beach toward Brighton the sand was strewn here and there with timber washed in with the tide. Boards, logs and barrels were scattered in large quantities over the beach. Many pieces of iron were seen curiously twisted by the action of the waves as they were wrenched from the bulkheads. Part of the approach to the bath-house in front of the Ocean Hotel was carried away, and the building itself was pretty well shaken up. Engeman's wooden pier escaped with the loosening of minmer-house was surrounded by water yesterday, and a few steps further east the storm had full scope. The waves had ripped up the edges of the platform adjoining the hotel, so that the former structure will have to be almost entirely rebuilt. The platform connected with Engeman's bathing pavilion is 300 feet long, and in front of it was a bulkhead made of rows of piles with a stone filling. Along its whole length the waves had torn off five or ten feet of it. The surf had forced its way over the space that was occupied by bibulous persons during the beer-drinking season, and covered the platform which formed a portion of the long promenade be-tween Brighton and Manhattan Beaches. Workmen were busy yesterday removing the timbers on the shore. The traces of the waves were left on the beach, where they had flowed very far beyond their isual limit.
The loss at Brighton, it was stated, would probably

usual limit.

The loss at Brighton, it was stated, would probably be covered by \$2,000. The Marine Railway running between Brighton Beach and Manhattan Beach was completely submerged by the waves during the storm, and its lower portion was washed away. No great injury was done to the bulkhead between Eugeman's Pavilion and a point about midway from the East Depot. The track was somewhat undermined. The remainder of the track and bulkhead into spliniers, or, tearing up a large part of the timber, had furnously tossed it against the platform, shivering it to pieces. About 1,200 feet of bulkhead were injured, and its appearance yesterday showed the destructive force of the waves. Into some places, where the sea had form out huge pieces from the buikhead, large quantities of floating wreck had made their way, in other places the bulkhead was depressed into an immense cavity, as if the weight of the surf had alone been sufficient to overcome its resistance. The piles were completely undermined in most instances and were washed away. The long platform fronting the Manhattan Beach Hotel suffered considerable damage. All along the bulkhead on the beach were large quantities of debris, and in many siderable damage. All along the bulkhead on the beach were large quantities of debris, and in many pieces of timber could be seen galvanized bolts which had been clipped in two very neatly in being torn from a bulkacad. A third of the railway em-bankment was washed away and with it the seuth-ern or outer track. The platform of the railway dopot at the eastern terminus was destroyed. The waves were rushing under the structure yesterday

The destruction of the bulkhead continued east-The esplanade, which forms a favorite pronounde during the summer, was destroyed here and there to the extent of forty or fitty leet. I knough the double rows of piles on which sianting beards are boiled facing the sea, the waves forced their way—where they had not torn up the bulkhead from its foundations—and knowled out a plan the beach that was hey had not torn up the bulkhead from its founda-tions—and knocked out a hole in the beach that was nearly twenty feet deep and seventy-five feet wide, nearly twenty feet deep and seventy-live feet wide, running along the whole front of the Manhattan Beach flotel. In the immediate neighborhood of the bathing pavilion the waves had washed out 100 feet of land and must have thrown their spray ever the drag-store near by. The music stand seemed to be a source of attraction also, and the surf-made its way to within a score of feet of it. Into all the holes and chasus floated remnants of platform and builthead until they were soon shoked up. The

charge of the signal station said, " are that we shall CITY POLITICS AND OUTLAY.

GREAT ACTIVITY IN MANY DIRECTIONS. ONSIDERING ESTIMATES OF CITY EXPENSES-EX-PLANATIONS OF PROPESS R CHANDIER AND PRESIDENT FRENCH-MUTINY IN THE PARK DE-

AN OUIBURST FROM NELSON J. WATERBURY. Professor Chandler, of the Health Board, and President French, of the Police Department, were before the Board of Estimate and Apportionment yesterday, each defending the estimates of his department. Their statements were not received without criticism. At a gathering of the members of the Tammany Committee on Organization preparations were made for the meeting of the General Committee to-night. Nelson J. Waterbury has written a long letter to John McKeon on the political situation, in which he censures Mr. Kelly very freely and makes some interesting statements about Irving Hall campaign assessments. At a meeting of the Park Commissioners the time was for the most part taken un in a vain attempt to adjust differences. Several motions for removals were made but were not su

MEETING IN THE PARK DEPARTMENT. THE OBJECT OF THE MEETING NOT CARRIED OUT-CONSIDERATION OF THE ESTIMATES NEGLECIED -MR. GREEN'S PERSISTENT RESOLUTIONS.

A special meeting of the Park Commissioners to consider the matter of the department estimates was beid yesterday morning. Commissioner Green occupied the chair, and Commissioner Wales sat facing him. The first half hour was given to routine business. Several communications were read, one of which was from Joseph Leng, who was a ser-geant of the Park Police, stating that he had been removed without cause and asking that he be reinstated. The report of the Examining Committee was called for and Commissioner Wales said in reply that he had nothformed him that he could dispense with the services of because of the days which intervened sines the last meeting one was a holiday and another was sunday. Comissioner Lane offered a resolution, which was adopted, extending the time is which any one of the Commissioners—for the lack of a president—may sign permits and requisitions to the next meeting of the Board. Mr. Lane also presented another resolution, to the effect that Frederick Law Oim sted be requested to prepare a report on the subject of he said, had attained so luxuriant a growth that the beauty of the Park was greatly marred.

A cloud gathered on Commissioner Green's brow, and the benign influence that so far had pervaded the atmost much about the condition of the park, but he would amend the resolution by substituting the name of Calvers Vaux, who had more to do with the laying out of the park than anyone else. After some cross-fire between Commissioners Lane and Green, the amendment was put and lost, and also the original proposition. A motion by Mr. Lane to the effect that the Engineer of Construction should prepare estimates for the improvement of Riverside Park was also defeated by Commis-

sioners Green and Conover.

Commissioner Green next made a motion to suspend the work on Manhattan-square until it could be con-unaed under the plans of Mr. Vaux; the work under the was suggested that Mr. Munckwitz, the superintending architect, could make plans, but Mr. Green said that he resolution was amended so as to provide only for the suspension of the work, and in this form it was adopted. Commissioner Wales remarked that there was a burry all at once to do something, and that he would like time to look into the matter. But he did not vote against the

removing employes of the department, a course that Commissioner Wates so persistently opposed at the last meeting of the Board. The first motion was to remove a man whose duty is to take care of a horse used by the Superintending Architect. Commissioners Lane and Wales bristled up and shook their locks at each other in

"I move that the matter be referred to the commit-tee," said Mr. Lane,
"There seems to be some doubt as to who were ap-pointed on that committee," retorted Mr. Green, seeming.

The chairman then remarked sareastically that there should be a report from the committee which was appointed nearly two weeks before.

"We have reported," returned Commissioner Wales, rising to the floor, "and I won't be pushed off the track by this fragmentary method. The proper way to proceed is through the committee."

The motion was put with the usual result—Green and

obstructing the reform movement, and said that since he had come into the department ten days ago the expenses had been cut down over \$20,000. "I don't measurement with the department of the expenses had been cut down over \$20,000. "I don't measurement of the continued, addressing Commissioner Green. "When you showed me that Mr. Mankivetz was not earn up his salary I readily agreed to reduce it! but when the removal of Mr. VanValkenburgh, whose services are not needed at all, was proposed you voted against it. I am not obstructing; I do not know Mr. Green's men, or Mr. Conover's or Mr. Lane's."

posed you voted against it. I am not obstructing: I do not know Mr. Green's men, or Mr. Conover's or Mr. Lane's.

Commissioner Green answered by reading from the minutes of a meeting held in 1873, when Mr. Wates supported a motion to therease Mr. Vanvalkenburgh's salary from \$3,000 to \$4,000, and added that he proposed to proceed as he had been doing until the last man that was not needed was removed. Commissioner Wales replied that such a line of argument could not deceive anybody. Mr. Vanvalkenburgh's salary at that time was not too large as he then eccupied the position of disbursing cierk; and that nobody knew better than Commissioner Green that since that office was adolashed Mr. Vanvalkenburgh had little to do. If was unparishmentary to say the least to interfere thus with the duties of the Commistoner Green retained his composure and successively made motions for removals, all et which were lost. After this had gone on for some time Commissioner Wales called for the reading of the resolutions which provided for the appointment of the commistioner Wales called for the reading of the resolutions which provided for the appointment of the commistioner Green, he said, had made a mistake in declining to act, and was attempting to carry out the spirit of the resolution in his own way. Hae hoped that the Commissioners would not allow the farce to go on Western Mr. Green made another motion of a smaller character Mr. Wales appealed to Commissioner Conover, asking him why he was opposing the Examining Committee which he humself appointed. Mr. Con. over's reply was that the cases proposed headed prompt action. Commissioner Green consented to stop offering Mareautical and the commissioner Green consented to stop offering Mareautical and the removals proposed by Mr. Green if the latter would appear before the committee and state the reasons. He acked Mr. Green declined to make an state the would on the pound appear before the committee and state the presons. He acked Mr. Green to give assurance that he would do this,

pointment.

The matter of the estimates was then taken up, but after brief discussion it was decided to defer action until to-day. Patrick Fianagan, on motion of Commissioner Green, was made Acting Superintendent until the meeting of the Board. The meeting adjourned until 9:30 to-day.

THE COST OF TWO DEPARTMENTS.

ESTIMATES OF THE POLICE AND HEALTH EOARDS-STATEMENTS OF PRESIDENT FRENCH AND PRO-

The Board of Estimate and Apportionment yesterday considered the estimates asked for by the Police and Health Departments. Presidents French Chandler were present, and gave the oformation asked for by the members of the Board. President French was questioned as to the number of police captains. The estimates call for thirty-seven captains. The Mayor contended that only thirty-five that Captain Siebert, who was dismissed from the force, had been reinstated by the Courts, and the result was extra captain. Peter Cassidy, of the Central Taxpayers captains had commands. President French replied that all had commands except Captain Siebert. He was de

Tacre are 155 sergeants called for in the estimates Mr. French and that these were rekoped in with the ex ra number of policemen asked. There was no doubt that additional policemen are needed. There had been no lacrease in the force in ten years. The city was growing all the time. Something had been said about detailed men. These included the Broadway Squad, the